

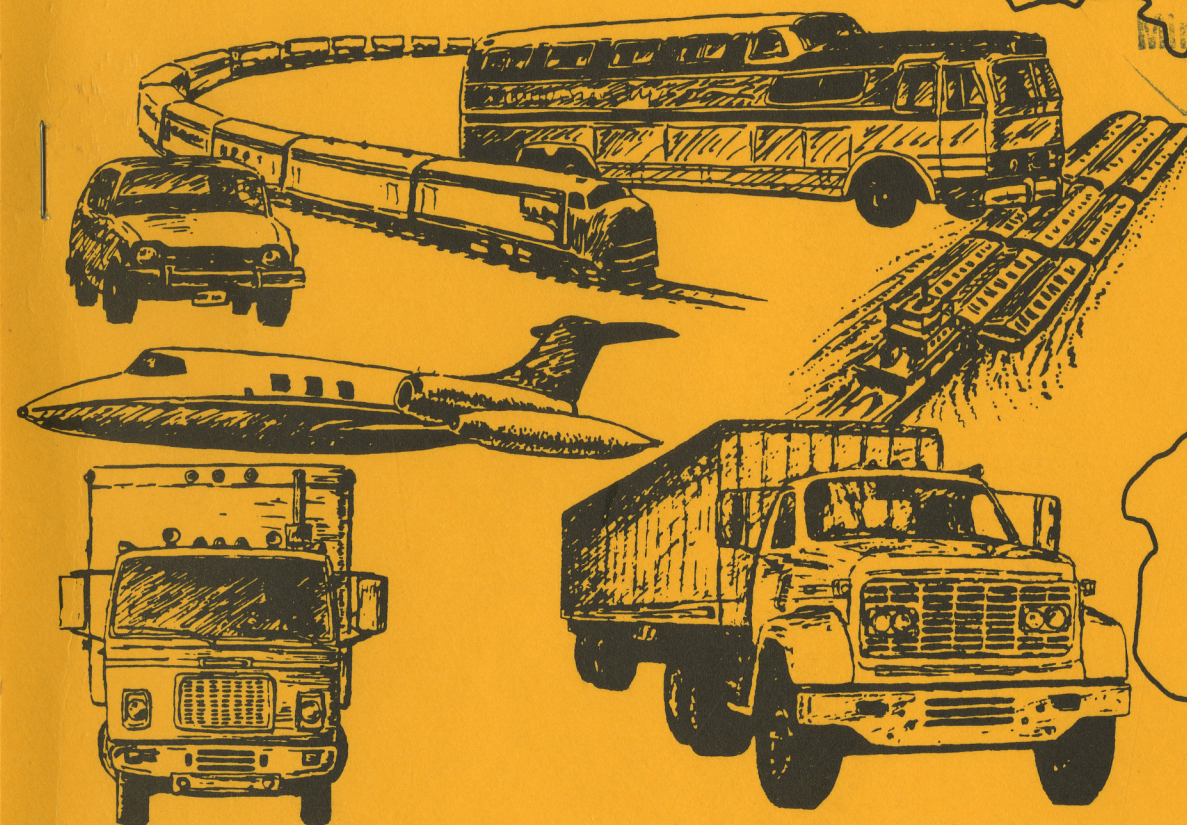


Transportation Analysis

TA-M373

T.H. 101 FROM T.H. 10 TO T.H. 94

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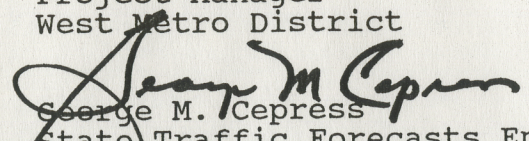
PREPARED BY
THE MINNESOTA DEPARTMENT OF TRANSPORTATION
PROGRAM MANAGEMENT DIVISION
TRAFFIC FORECASTS SECTION



DEPARTMENT OF TRANSPORTATION

STATE OF MINNESOTA
OFFICE MEMORANDUM

TO : Mark Benson
Project Manager
West Metro District

FROM : 
State Traffic Forecasts Engineer
Traffic Forecasts Section

SUBJECT: TA-M373
T.H. 101 from T.H. 10 to T.H. 94

December 18, 1989

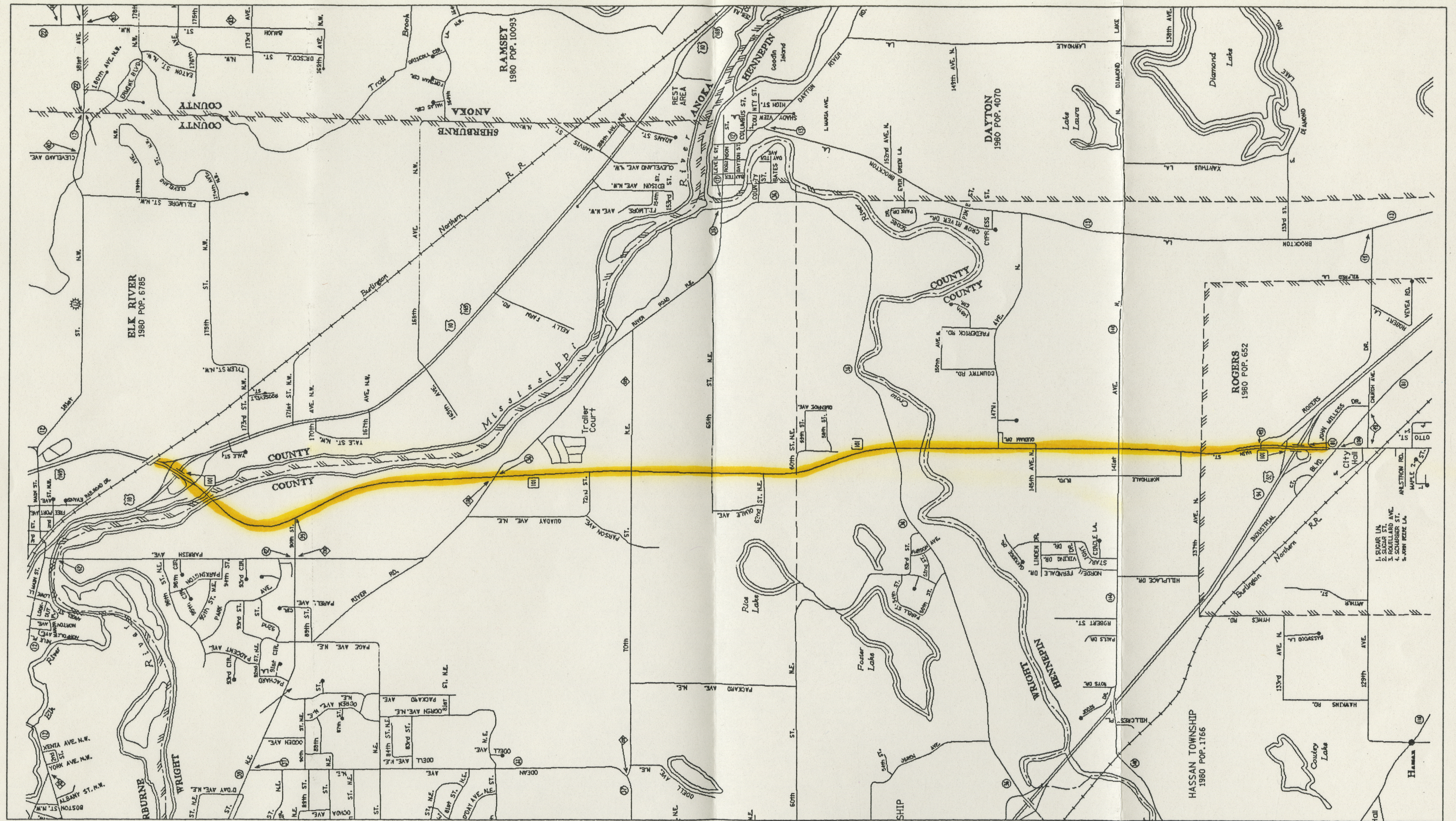
612-296-0217

Projected Average Weekday Traffic (AWDT) and Peak Hour (AM and PM) traffic volumes for the year 2010 for the above subject route are shown in Figures 1, 2 and 3 attached.

Volumes shown are based on the following data sources:

1. Eight hour (5-9 AM, 3-7 PM) turning movement counts taken May and June of 1989 and November of 1988 by West Metro District staff at T.H. 101 and these intersections: T.H. 10, C.S.A.H. 39, C.S.A.H. 42, C.S.A.H. 144, C.S.A.H. 49, and I-94.
2. Forty-eight hour (machine) counts taken in July and August of 1989 at T.H. 101 north of C.S.A.H. 39, south of C.S.A.H. 39, south of C.S.A.H. 42, south of 65th St., south of the Crow River, and north of C.S.A.H. 49.
3. Forty-eight hour (machine) counts taken in May of 1988 at T.H. 101 north of C.S.A.H. 39, south of C.S.A.H. 39, south of 70th St., south of C.S.A.H. 36, north of C.S.A.H. 49, and on these roads west and east of T.H. 101: C.S.A.H. 39 (west only), C.S.A.H. 42, 70th St., C.S.A.H. 36, and C.S.A.H. 144.
4. Field trip to the area by Traffic Forecast Section staff.
5. Present (1988) and historic Average Daily Traffic (ADT) volumes from Mn/DOT Traffic Flow maps.
6. Computer model assignments of 2010 AWDT to the future year 2000 road network.

If you have any question about this report, please call Jim Page at 296-1626 or Cathy Erickson at 296-8533.



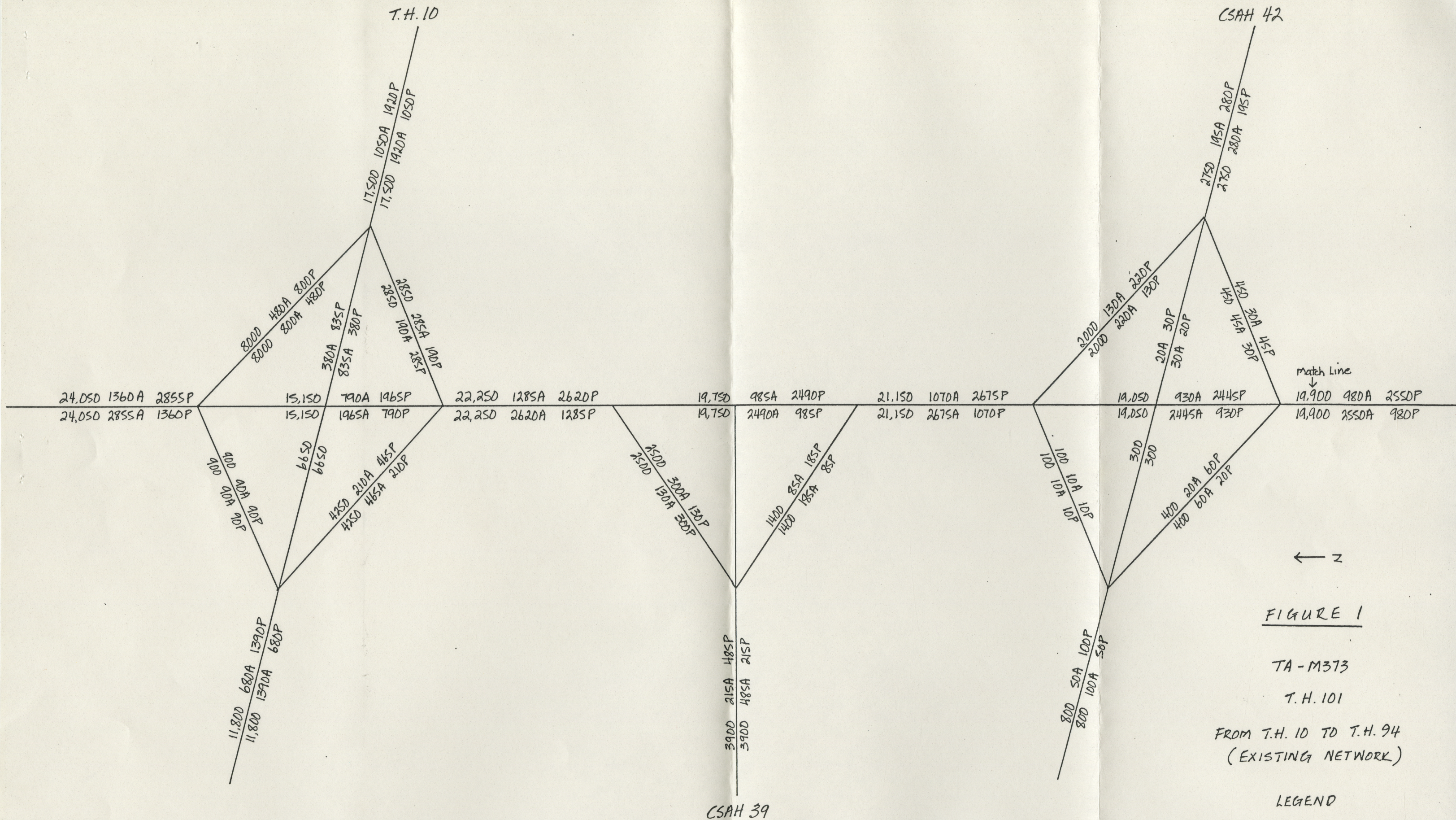


FIGURE 1

TA-M373

T.H. 101

FROM T.H. 10 TO T.H. 94
(EXISTING NETWORK)

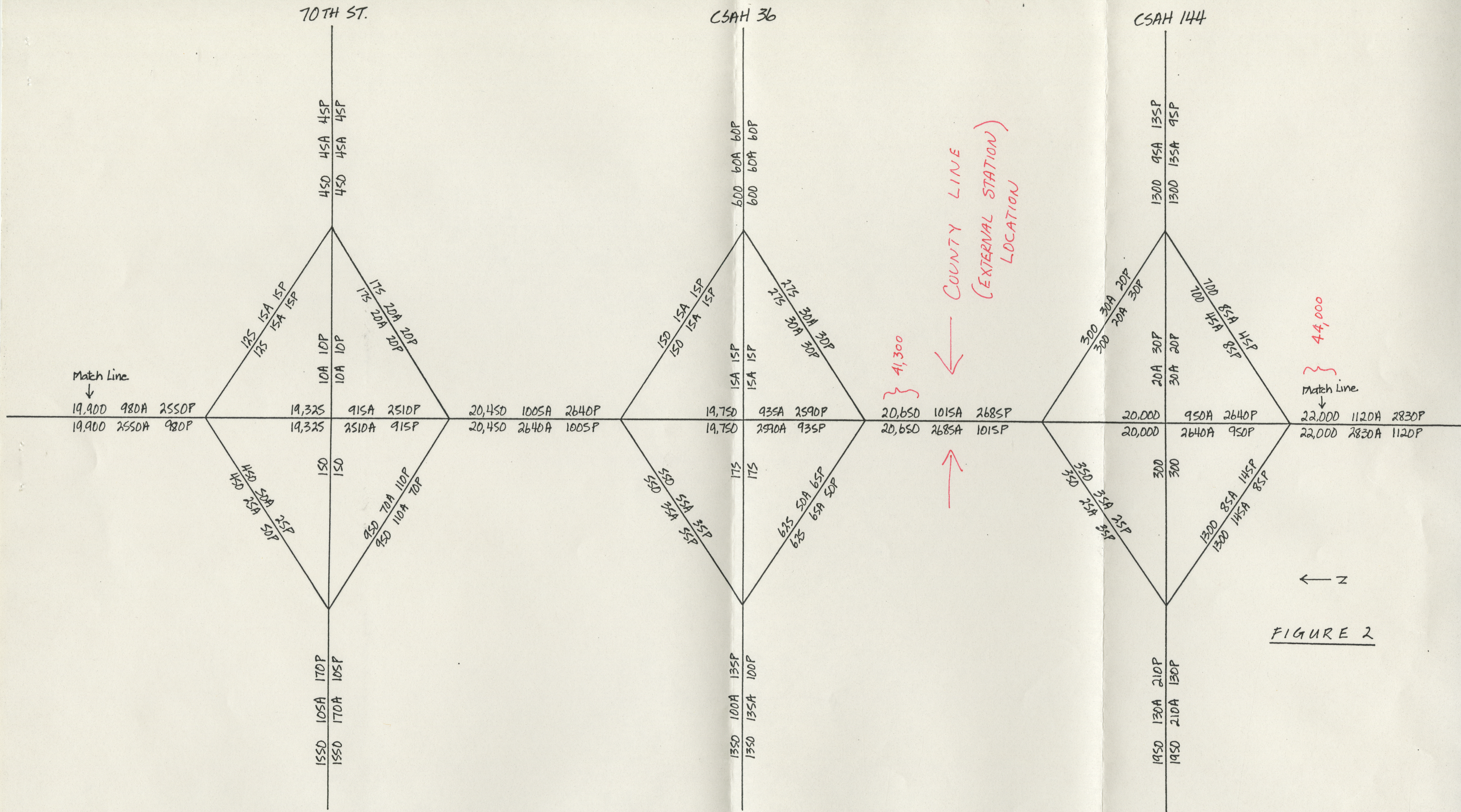


FIGURE 2

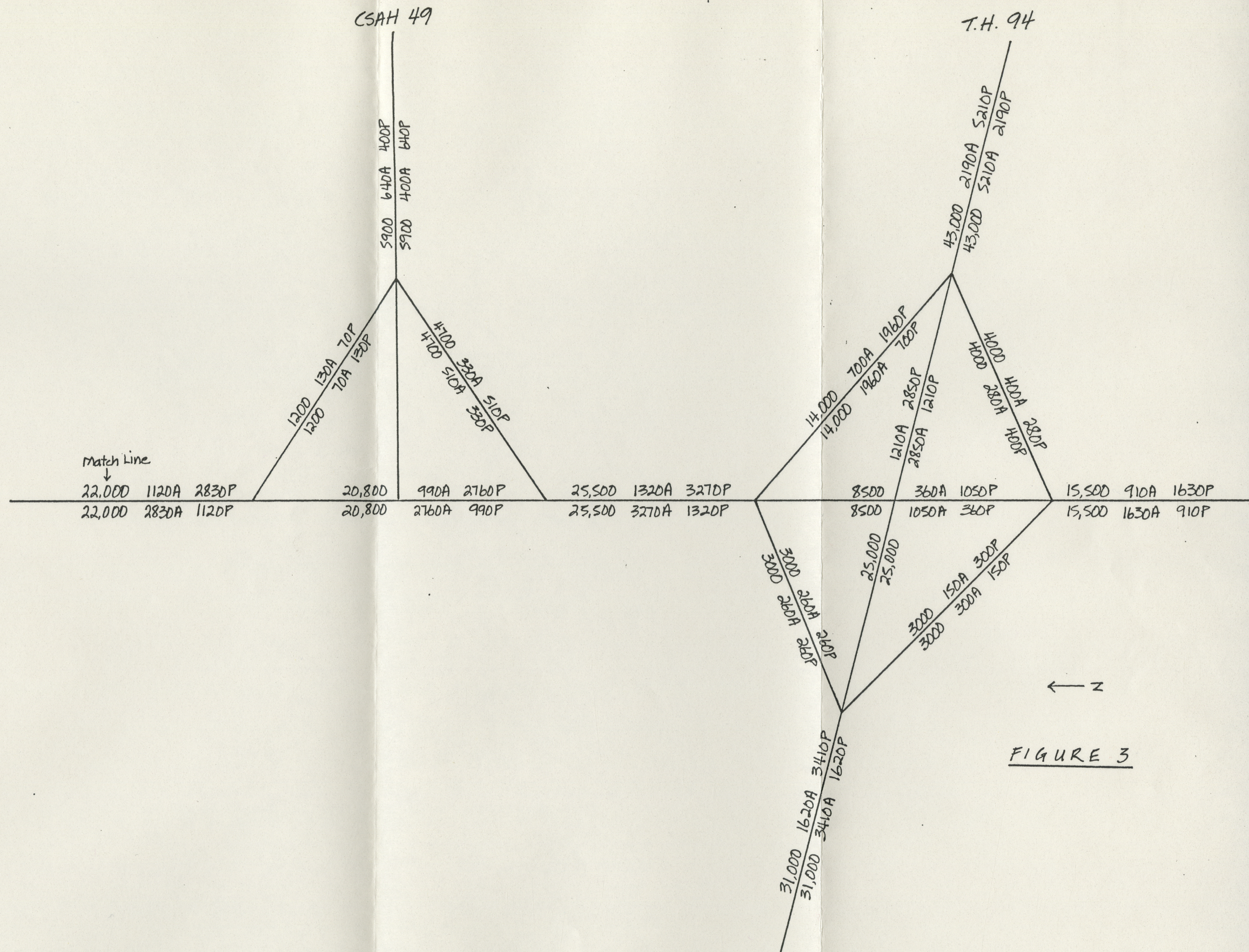


FIGURE 3

LEGEND

ODD 2010 A.W.D.T.
 ODA A.M. PEAK
 ODP P.M. PEAK